

In the claims:

Please amend claim 1 as follows.

1. (Amended) A system for measuring a weight upon a seating surface within a motor vehicle, said system comprising:

(a) a ferromagnetic element mechanically coupled to the seating surface such that strain is induced in said ferromagnetic element responsive to the weight thereon; and

(b) a first sensor comprising (i) a magnet generating a magnetic field and (ii) an inductor, said magnet and inductor mounted on the vehicle adjacent said ferromagnetic element, said magnetic field altered by said strain in said ferromagnetic element, said [first sensor generates] inductor generating a signal based upon the alteration in said magnetic field.

Please cancel claims 2 and 3.

Please amend claims 4 and 5 as indicated below.

2. (Amended) The system of claim [2] 1, wherein said magnet is a permanent magnet.

3. (Amended) The system of claim [3] 1, wherein said magnet is an electromagnet[,] and said inductor [including] includes a coil.

In the third line of claim 7 please change "said signals" to be --a signal--.

Please amend claim 11 as follows.

4. (Amended) A vehicle safety system comprising:

(a) a vehicle seat having a seating surface;

(b) [an airbag] a vehicle safety device positioned [adjacent] operatively with respect to said vehicle seat;

(c) crash detection circuitry generating a trigger upon detection of a sufficient impact to said vehicle;

(d) an actuator for actuating said [airbag] vehicle safety device;

(e) a ferromagnetic element mechanically coupled to the seating surface such that strain is induced in said ferromagnetic element by weight on said seating surface; and

(f) a first sensor mounted on the vehicle adjacent said ferromagnetic element and generating a magnetic field, said first sensor comprising a magnet and a first coil mounted on the vehicle adjacent said ferromagnetic element, said magnetic field generating an electromotive force voltage in said first coil, said electromotive force voltage being altered by an alteration in said magnetic field, said strain in said ferromagnetic element altering said magnetic field, said first sensor generating a signal based upon [said] ^{said} alteration in said magnetic field, said actuator actuating said vehicle safety device based upon said signal from said first sensor and said trigger by said crash detection circuitry[;].

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Please cancel claim 12.

Please amend claims 13,15 and 16 as follows.

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13. (Amended) The system of claim 11, further including a second sensor mounted adjacent said ferromagnetic element closer to said [airbag] vehicle safety device than said first sensor, said actuator actuating said vehicle safety device based upon [said signals] a signal from said first sensor and a signal from

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said second sensor and a comparison of said signals from said first sensor and said second sensor.

125. (Amended) The system of claim 91 wherein said actuator disables said [airbag] vehicle safety device if said first sensor detects insufficient weight upon said seat surface.

126. (Amended) A method for controlling actuation of a safety device in a motor vehicle based upon weight upon a seating surface coupled to a ferromagnetic element, said method comprising the steps of:

(a) generating [a] an oscillating magnetic field adjacent the ferromagnetic element such that a portion of the ferromagnetic element falls within said magnetic field, the ferromagnetic element causing variations in said magnetic field based upon the weight upon said seating surface;

(b) detecting said variations in said magnetic field adjacent said ferromagnetic element and measuring variations in a harmonic of said oscillating field; and

(c) actuating the safety device based upon the detected variation in said magnetic field.

Please cancel claim 17, and amend claim 18 as follows.

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18. (Amended) The method of claim 16, further including the steps of:

detecting said variations in said magnetic field adjacent said ferromagnetic element at a first point;

detecting said variations in said magnetic field adjacent said ferromagnetic element at a second point closer to said [airbag] safety device than said first point; and

actuating said [airbag] safety device based upon said

detected variations at said first point and said second point and a comparison of said detected variations at said first point and said second point.

Please cancel claim 19, and amend claim 20 as follows.

15 20. (Amended) The method of claim 16, wherein [said] step (b) further includes the [step] act of measuring variations in a third harmonic of said oscillating field.

REMARKS

The undersigned has noted that there is no mention in the Office Action dated August 7, 1997 of the Disclosure Statement which was mailed to the PTO on April 30, 1997, as evidenced by a post card indicating receipt of the Disclosure Statement at the PTO on May 2, 1997. It is respectfully urged that the Examiner address said Disclosure Statement in his next communication to the applicant.

In paragraph 1 of the Office Action the Examiner rejected claims 3, 5, 7, 11-15 and 18-20 under 35 U.S.C. § 112, second paragraph. The improper terminology in claim 3 has been corrected by incorporating the limitations of original claim 3 into independent claim 1 using proper terminology. The improper terminology in claim 7 has been corrected by changing "said signals" to --the signal--, which does have antecedent basis in claim 1 (Amended). The improper terminology in claim 11 has been corrected by changing "said alteration" with --an alteration-- and changing "airbag" to be "a vehicle safety device" in parts (b) and (d) of claim 11, with the basis for these amendments being found in the last paragraph that begins on page 4 of applicant's